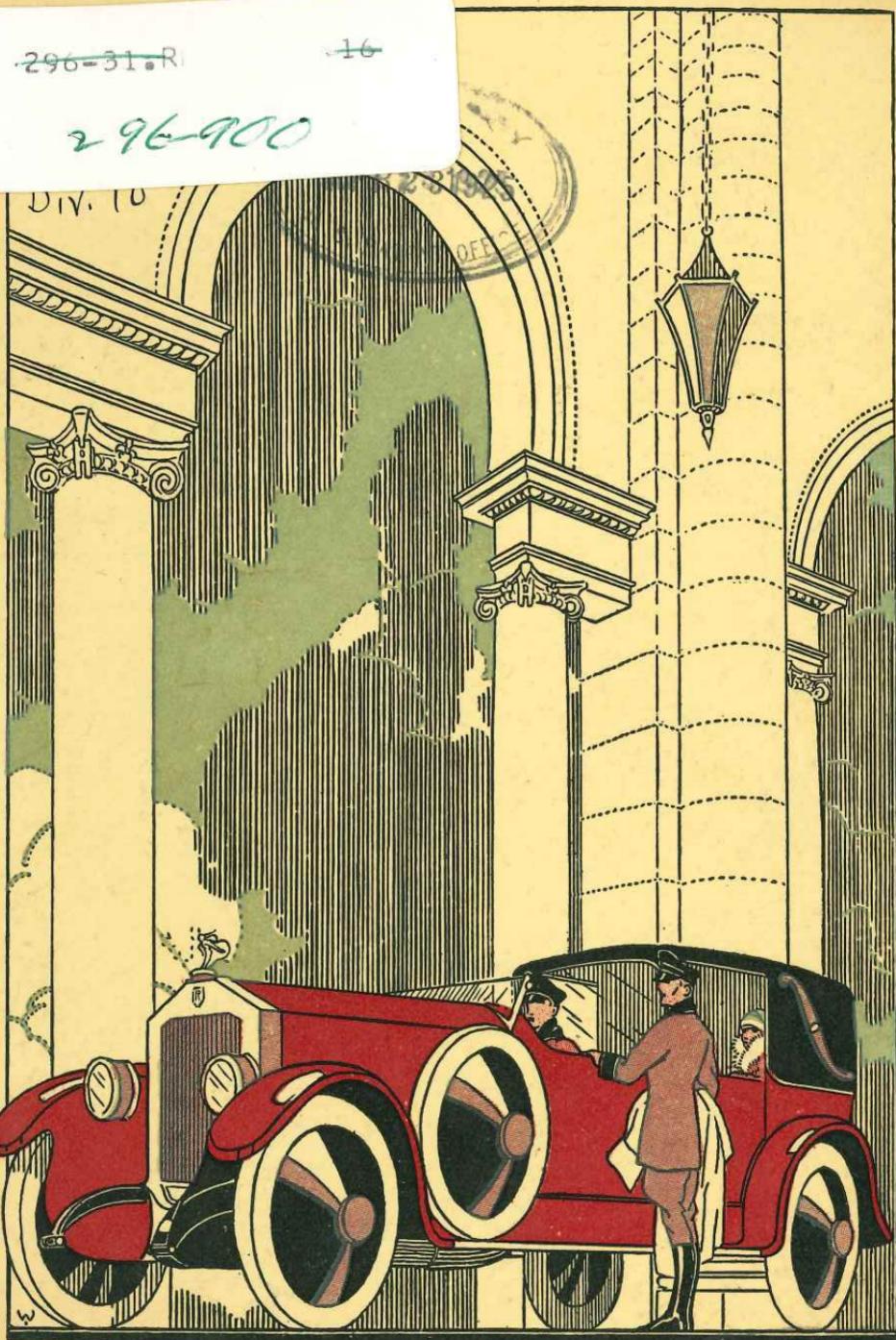


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EGYPTIAN AUTOMOBILE FINISH



THE EGYPTIAN LACQUER
MANUFACTURING COMPANY

90 WEST STREET
NEW YORK

APR 23 1925

PATENT OFF

Egyptian Automobile Finish

SINCE the automobile first made its appearance more than a score of years ago, many radical changes and improvements have been made in all branches of its manufacture save one—painting. Our grandfathers and their fathers before them used paint and varnish on the family carry-all and we have been satisfied to follow their precedent in the belief that what was good enough for them was good enough for us, with the result that we have continued to use these old-fashioned methods of finish on the motor car—the later day mode of travel. There is no need to dwell upon the history of the varnish finish since we are all more or less familiar with its characteristics, including its lack of durability. Without doubt it produces a beautiful finish but, immediately upon completion of a job with color varnish, the finish begins to deteriorate and continues to do so until in a short while it becomes an eyesore due to checking, cracking, fading and numerous additional disadvantages that go hand in hand with this type of finish. Automotive manufacturers and refinishers, realizing the deficiency of their finishing methods, have been continually open to suggestions regarding new and better finishes.

Realizing the possibilities of lacquers for this purpose, due to our experience of a half century as manufacturers of lacquers and lacquer enamels, we conducted a series of experiments and, after exhaustive research and unlimited practical tests, introduced, over four years ago, a finish for automobiles. Because of its extreme durability and beauty, as well as its ease of

application, Egyptian Automobile Finish has taken the automotive industry by storm. Unlike the old style varnish materials, Egyptian Automobile Finish will not readily crack, check, fade nor spot, and the finish, while not at first as glossy as that produced with varnish, will rub to a lustre and will actually *improve with age*. Once this lustre is attained it will remain indefinitely. A car finished with our system needs no special care to keep it looking its best. The dirtiest car may be cleaned with a damp cloth without fear of scratching. Egyptian Automobile Finish is a complete nitro-cellulose process from primer to finishing coats and with it a job can be completed in from two to four days, an important factor in the matter of speedy production. Where it takes weeks to turn out a job with paint and varnish (owing to slow drying and the necessity of baking each coat) days will suffice with the Egyptian air drying finish. A piece of work requiring days can be reduced to hours. The advantage of being air drying, eliminating as it does customary baking ovens and the time necessary to dry color varnish finishes, is that it cuts down most materially the enormous space generally required for the finishing of automobiles on a large scale. Following is a brief description of the materials and directions for their use:

Egyptian Automobile Cleaner: As most paint removers contain ingredients that have a tendency to penetrate the pores of the metal we would suggest the use of Egyptian Automobile Cleaner which has been especially prepared for use in cleaning the parts to be lacquered after the removal of the old paint. The use of this material is important since if the metal or wood is not entirely clean, a poor finish will be the result.

Egyptian Automobile Primer: This is an oxide primer which incorporates the quality of quick drying with highest adhesiveness, affording a base upon which the succeeding coats will adhere tenaciously.

Egyptian Automobile Filler: A quick drying liquid filler which fills effectively all surfaces and which also prepares the metal for the application of Egyptian Automobile Enamel. This filler sands perfectly to a smooth surface, which operation may be completed with either wet or dry paper.

Egyptian Automobile Enamel: Combining the features of hardness, quick air drying, flowing and covering qualities, Egyptian Automobile Enamel—attainable in all colors—will produce results in finish and appearance that cannot be equalled with any other material. Three or more coats are required to produce the true color of the enamel and to insure sufficient material being applied to give the required resistance and permanence. All colors are intermixable so that any desired shade may be produced.

Egyptian Automobile Thinner: The correct and only solvent to be used for thinning the various materials comprising Egyptian Automobile Finish. This thinner will work equally as well with each of the materials and the use of any other make or grade of solvent will tend to spoil the ultimate finish.

A brief resume of the necessary equipment, working conditions and the process and methods of application are here given and, to insure the desired results, strict adherence is essential since Egyptian Automobile Finish applied to suit the fancy of the worker may produce entirely different results than anticipated.

Necessary Equipment and Working Conditions

The shop wherein Egyptian Automobile Finish is to be applied must be correctly equipped in the matter of spraying apparatus, containers, etc. There are many high grade compressors on the market today but the essential features to be looked for are an even flow of dry air, a spray gun that will be of sufficient capacity to warrant fast work, the correct atomization of the materials and a moisture trap that will catch all possible vestige of water—an element which must be eliminated in the application of Egyptian Automobile Finish. A sufficient number of glass or metal (not galvanized) containers for the convenient handling of the materials should also be kept on hand. The best equipment obtainable will be the safest and best investment in the end and great care should be exercised in its selection. In selecting spraying equipment, a compressor of 6 cubic feet per minute or more should be selected and the storage tank should be of sufficient size to allow for cooling. Another important matter in connection with spraying equipment is a high and low pressure gauge, high pressure on the storage tank and low pressure on the line to the gun. This will assure uniform pressure. A sufficient head of air must be maintained in the storage tank and we would suggest at least 30 pounds above the operating pressure.

Too great stress cannot be laid upon the working conditions in connection with the application of Egyptian Automobile Finish. There are a number of features to be taken into consideration such as proper room, ventilation, heat, elimination of dust, lighting, etc., etc. It is well to have a separate room for spraying—large enough to give sufficient working space, depending upon the number of cars capacity desired. The finishing room should be equipped with

heat, either hot water or steam. Coal or gas stoves are dangerous because of the gases they give off which would affect the work while wet. We would suggest that at all times the temperature of the finishing room be kept between 70° and 80° Fahrenheit. If a dust proof room is not available, the walls, ceiling and floors should be sprinkled thoroughly to remove any loose dirt which might fall on the work. Sometimes floors are oiled at intervals which is also a very effective means of keeping down dust which is bound to be kicked up even though great care is exercised. Light should be supplied from all sides to insure even application of materials. A proper suction fan, situated so as to best withdraw fumes and spray dust, is also an important item to insure the effectiveness of the work as well as the comfort of the operator. Special drying rooms are not necessary but we repeat that the metals upon which the materials are to be applied can not be chilled or damp; and it is well to allow the car to stand for a reasonable period in the spraying room so that the metal may be warmed through before applying Egyptian Automobile Finish.

Application of Egyptian Automobile Finish

Before applying Egyptian Automobile Finish, the most essential point in preparing the car is cleanliness. There must be not the least trace of oil, grease, or dust on the work, for, if a slight film of either is left on the metal, not only will the adhesion be poor, causing peeling, but it will be apt to come through when the final finishing coat is applied. The car should first be washed and freed from all mud, dust, dirt and grease, after which the old paint must be removed. For this operation we would suggest the use of any good paint remover, directions for the use of which

are supplied by the manufacturer. In many of the larger cities there are paint removing stations where the old finish as well as grease, mud and other accumulated materials can be removed by a process employing steam and a solvent solution. This is by far the best method for removing old paint. It is comparatively cheap and thoroughly efficient. Before application of Egyptian Automobile Primer, the parts to be finished should be gone over with a rag saturated with Egyptian Automobile Cleaner to remove any trace of the chemicals used in removing the old paint.

Application of Primer

After thoroughly cleaning, the car is ready for the Primer. This should be mixed in the approximate proportion of one-half Primer and one-half Thinner, in order to work freely through the spray, and applied with an air pressure suitable for the particular type of gun being used. This should be allowed to air dry for about one hour and while drying, handling with greasy or dirty hands should be avoided. After this length of time, the work will be ready for the first coat of Egyptian Automobile Filler.

Application of Filler

Mix with thinner to satisfactory spraying consistency and apply as many coats as are required to properly fill the metal or wood.

The number of coats required depends upon the condition of the body and, after one or more applications, if there are any bad spots left to fill, we would suggest that the operator go back over these places until all marks disappear. After the final coat of Filler the work should be allowed to dry from one to two hours, after which the work will be ready for sanding.

Sanding

Egyptian Automobile Filler may be sanded either wet or dry and the following hints on this operation may be helpful to the automobile refinisher:

If the surface is exceptionally rough, for the first sanding fairly coarse paper should be used, followed by rubbing with a finer grade. By the use of a coarse grade of paper, followed by sanding with a finer grade, the time consumed in the operation is lessened and the results highly satisfactory.

Use plenty of water and keep the work and paper well wetted at all times while rubbing.

Keep the surface of the paper clean by frequently rinsing it under the tap or in a pail of water, as a dry or half dry surface is sticky and fills the paper too rapidly.

Long, sweeping strokes are better than short, choppy ones. Don't use too much pressure as it is not necessary. After rubbing, rinse off with water and dry with chamois or allow to dry by exposure, and wipe off any sanding with a soft cloth. This should be followed by blowing out the cracks with the air gun because after a car looks dry you can always blow water from the cracks of the moldings and, if it is not blown out beforehand, it will work out while lacquering, which is detrimental to the ultimate results. Some manufacturers of these papers recommend oil instead of water for rubbing. For Egyptian Automobile Finish, however, water is best. An oil sanded surface not only often retains traces of oil which are likely to crack the finish but the oil tends to soften the finish. By using water this possibility is eliminated, the finish hardened and the work kept free of slush.

Application of Egyptian Automobile Enamel

Before the application of Egyptian Automobile Enamel, care should be taken to prevent any grease or moisture from the hands or otherwise getting on the work since marks from this source sometimes cause the Enamel to lift from the Filler or to show bubbles. If the color selected should be blue or maroon, it will be necessary to use one coat of Egyptian Automobile Black Undercoating (this follows on top of sanded filler) since these shades, being more or less transparent, will not give uniform covering without this operation. Other colors do not need this Undercoating. It is well to use Black Undercoating under all black finishes, also on fenders or tops of closed cars, since this increases the durability and improves the appearance of the black enamel.

Thin the Enamel to a satisfactory working consistency (usually about equal parts Enamel and Thinner) and spray one coat. The spray should be used at a proper distance from the work (from 6 to 10 inches distance between the nozzle and work will give the most satisfactory results) and the Enamel should leave the nozzle in sufficient volume to have the vapor apply "wet" which will allow ample time for flowing to a smooth coat. If applied too close the Enamel is likely to have a wavy appearance or if applied at too great a distance the "spent" vapor will go on rough and sandy. The best work is done with a fan spray and we would suggest that you go over the panel lightly, first up and down and then across, until a fairly heavy coat has been applied. Allow to dry for one hour and apply a second coat in the same manner. Before proceeding with the third coat, the surface should be rubbed smooth with pumice and water and,

after it is thoroughly cleansed from pumice dust, apply a third coat of Egyptian Automobile Enamel. This should produce an exceptionally smooth surface with no further rubbing required. Should there be a few rough spots, however, we would suggest the use of rotten stone and oil. After the final coat it is advisable to allow the car to stand from three to four hours before attempting to rub or polish and, if care has been used in getting the surface and in spraying Egyptian Automobile Enamel, very little rubbing will be necessary.

When it is desired to finish a car in two colors, i. e., hood, fenders and top in one color and body in another, the best method is to do the body first. After that has been fully completed, mask off by using a heavy wrapping paper, holding it in place with 2-inch gummed paper. This will protect the lower part when spraying the upper half and the gummed paper will form a sharp break between the colors. The hood, of course, is always removed and it is well to also remove the rear fenders, the front ones being left in place. The windows should also be masked off, which will eliminate a great deal of cleaning after the job is completed. After the finish is dry the gummed paper may be removed by wetting with a sponge.

TIME CHART

Complete "Burn-off" Job

First Day Remove all old paint and clean body thoroughly. This work may be accomplished with any good paint remover and Egyptian Automobile Cleaner.

Second Day Apply one coat of Egyptian Automobile Primer and allow to dry for one hour. Apply one or more coats of Egyptian Automobile Filler, depending upon the condition of the body, letting each coat stand for one hour. Allow to stand over night before sanding.

Third Day Sand work to a smooth surface, using materials and methods described on a preceding page. Clean up work as directed and apply the first coat of Egyptian Automobile Enamel, allowing one hour before application of the second coat. Allow one hour and apply the third and last coat mixed with Finishing Enamel in equal proportions. Let work stand over night.

Fourth Day Clean up car, rubbing if desired, replace fenders, lamps, door handles and other hardware taken off and deliver to customer any time after noon.

Note

Ample time has been allowed for additional work, such as masking off the different parts of the car and the windows.

LET US HELP YOU!

WE will be glad to give you material assistance in selling lacquered jobs. The services of our advertising and sales departments are at your disposal and we will welcome the opportunity of helping you solve your sales and advertising problems. Address

Advertising Department

The Egyptian Lacquer Mfg. Co.

90 West Street, New York

EGYPTIAN AUTOMOBILE ENAMELS

Egyptian Automobile Enamels

are made in twenty standard colors as shown on the opposite page, and black and white. Special colors to order. They are intermixable, making possible the production of additional shades by mixing in the proper proportions two or more colors. The addition of white produces lighter tints while by the use of black the dull or darker shades are made.

In mixing these enamels a clean container is perhaps the most essential detail to be considered. After the selection of this article which can be a pail (not galvanized) or a stone crock, the predominating shade of the colors to be mixed should be the first poured into the vessel. The tinting colors are then added in the proper proportions until the correct shade is obtained. While adding these colors, the mixture should be stirred with a clean wooden paddle.

Egyptian Automobile Enamels dry with a satin finish and where a lustre is desired we suggest rubbing with pumice and water or rottenstone and oil.

PUTTY No. 28

FAWN No. 56

CHROME YELLOW No. 50

DUST PROOF GRAY DARK No. 230

VERMILION LIGHT No. 493

ULTRA BLUE No. 760

BREWSTER GREEN LIGHT No. 68

DEEP MAROON No. 442

ARTILLERY GRAY No. 211

DEEP BLUE No. 725

LIGHT BEIGE No. 822

VERMILION DARK No. 495

DUST PROOF GRAY LIGHT No. 229

ROLLS ROYCE BLUE No. 726

MOSS GREEN No. 652

DARK BEIGE No. 824

LIGHT BROWN No. 812

GREEN EXTRA DEEP No. 654

SPORT BLUE No. 728

DARK BROWN No. 814

